भोपाल से दक्षिण भारत के राज्यों के लिये सीधी उड़ान

2098. श्री कैलाश नारायण सारंग :क्या नागर विमानन और पर्यटन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भोपाल से दक्षिण भारत के लिये कोई सीधी उड़ान नहीं है;

(ख) क्या यह सच है कि काफी समय से यात्री भोपाल से हैदराबाद, मद्रास, तिरुवनन्तपुरम और बंगलौर तक की सीधी उड़ानों की मांग करते रहे हैं;

(ग) यदि हां, तो भोपाल से इन उड़ानों को शुरू न करने के क्या कारण हैं; और

(घ) इन उड़ानों के कब तक शुरू कर दिये जाने की संभावना है ?

नागर विमानन और पर्यटन मंत्री (श्री गुलाम नबी आज़ाद) : (क) जी, हां।

(ख) से (घ) प्रचालन करने वाले कर्मीदल की कमी के कारण, इंडियन एयरलाइंस की इस समय भोपाल से दक्षिण भारत के स्टेशनों के लिए सीधी उड़ानें आरंभ करने की कोई योजना नहीं है।

Report on Aurangabad air crash

2099. SHRI PRAMOD MAHAJAN: Will the Minister of CIVIL. ' AVIATION AND TOURISM be pleased to state :

(a) whether Government have received any report of K.Gohain Committee on Aurangabad air crash: and

(b) if so. what are the details thereof and the action taken thereon ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) Shri K. Gohain, Director Air Safety in the Directorate General of Civil Aviation, Bombay was appointed as Inspector of Accidents. He submitted his report to the Court of Inquiry on 20-7-1993. The salient observations from the report are :

(i) The flight was normal till 8 seconds after rotation call given by the copilot Three seconds thereafter, the aircraft hit a truck. There is. therefore, possibility of some improper handling of controls.

(ii) The aircraft was overloaded by about 1-2 tonnes.

(iii) Aircraft climb capability was reduced due to damage to its left engine, wing and elevator after its impact with the truck and the aircraft could not continue its flight.

(iv) Sabotage has been ruled out.

The accident to Indian Airlines Boeing 737 aircraft on 26-4-93 at Aurangabad is under investigation by a Court of Inquiry appointed under Rule 75 of Aircraft Rules, 1937.

उत्तर प्रदेश में कार्गो टर्मिनलों से सामान का उठाया जाना

2100. **चौधरी हरमोहन सिंह :** क्या नागर विमानन और पर्यटन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तर प्रदेश में हवाई अड्डों के कार्गो टर्मिनलों पर सामान उठा ले जाने वाला गिरोह हाल ही में पकड़ा गया है, जिसके साथ इंडियन एयरलाइन्स और एयर इंडिया के कुछ कर्मचारी भी मिले हुये थे;

(ख) इस कदाचार में कौन-कौन से कर्मचारी/अधिकारी अंतर्ग्रस्त पाये गये हैं; और

(ग) यदि हां, तो ऐसे अन्य कर्मचारियों का पता लगाने हेतु सरकार क्या कार्यवाही कर रही है/करने का विचार रखती है ?

नागर विमानन और पर्यटन मंत्री (श्री गुलाम नबी आज़ाद) : (क) कोई ऐसा मामला ध्यान में नहीं आया है जिसमें इंडियन एयरलाइन्स/एयर इंडिया के कर्मचारी अंतर्ग्रस्त हों।

(ख) और (ग) ये प्रश्न नहीं उठते।

Flights through domestic airports

2101. SHRI S. S. AHLUWALIA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that a number of domestic airports in the country receive not more than one flight a day and some other get only two or three flights per week;

(b) if so, what are the details thereof;

(c) what is the average annual operation and maintenance cost of such airports and whether these airports are economically viable;

(A) whether Government proposes to close down these airports which are not economically viable: and

(e) if not, what action Government proposes to take to make these airports economically viable ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) and (b) Names of these airports are given in the enclosed Statements (A) & (B) *(See* below).

(c) The average annual operation and maintenance cost is Rs. 25 lakhs per airport. These airports are economically not viable.

(d) and (e) Closure of these airports is not envisaged at present. However, the matter may he reviewed if viability of the airports does not improve with economic development of the concerned regions

Statement 'A'

(A) National Airports Authority Aerodromes which receive single flight a day

1. Aizwal
2. Belgaum
3. Cooch Behar
4. Dehradun
5. Dibrugarh
6. Dimapur
7. Kolhapur
8. Madurai
9. Porbandar
10. Simla
11. Tiruchirappaili
12. Tirupati

Statement 'B'

(B) National Airports Authority Aerodromes which receive two or three flights per week

1. Gaggal
2. Kandla
3. Rajamundri
4. Vijayawada
5. Pondicherry
6. Tuticorin
7. Agatti

Inspection of Boeing plane engine mounting parts

2102. SHRI S. S. AHLUWALIA: Will the Minister of CIVIL AVIATION AND TOURISM be -pleased to state :

(a) whether it is a fact that the Boeing Aircraft Company has asked Air India to conduct frequent inspection of Boeing plane engine mounting parts:

(b) if so, what are the details thereof and the reasons therefor; and

(c) the number of Boeing planes at present in the fleet of Air India and in what manner Air India proposes to conduct frequent inspections of the engine mounting parts of the planes?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) to (c) Boeing Company has asked all Boeing-747 aircraft operators, including Air India, to inspect the 'stmt to wing' attached pins after a certain number of landings or alternatively, replace the pins, with new pins provided by the Boeing Company. Air India has 11 Boeing-747 aircraft and the pins in all these aircraft have been replaced with new pins.

Delayed Indian airlines and Air India flights due to hoax bomb calls

2103. SHRI S. S. AHLUWALIA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that many Air India and Indian Airlines flights were delayed in the recent past due to hoax bomb calls;

(b) if so, what are the details thereof for the last one year;

(c) the amount of losses suffered by these two airlines due to delay in flights: and

(d) what action Government proposes to take to detect hoax bomb calls to prevent delay in flights?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (c) During the period August, 1992 to July, 1993, 36 flights of Indian Airlines were delayed due to hoax bomb calls. The expenditure incurred for providing refreshment etc. to passengers of the delayed flights during the period is estimated at Rs. 2 - 60 lakhs. Information in respect of Air India is being collected and will be laid on the table of the House.

(d) The following preventive measures have been/are being taken:—

(i) Telephone authorities have been approached to make arrangements where ever feasible for tracing the originators of such calls.

(ii) The existing procedure to deal with bomb threats is being revised to make distinction between 'specific' and 'non-specific' calls.